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"WILL BUILD A RAILROAD BEFORE OTHERS ARE STARTED"

—Local Oil Man.

LOOKS LIKE ARDMORE WILL HAVE A LINE OF ROAD TO THE WEST WITHIN A SHORT TIME. THE ATCHISON, TOPEKA AND SANTA FE IS MAKING A SURVEY OUT OF LINDSAY SOUTH, A DISTANCE OF 45 MILES. ARDMORE RAILWAY COMPANY ALSO MAKING A SURVEY WEST OUT OF ARDMORE. RAILROAD ACTIVITY PRESENTS OPPORTUNITY TO CHAMBER OF COMMERCE.

A full crew of railroad engineers was put in the field at Lindsay last Saturday morning with instructions to survey a line for the construction of a railroad from Lindsay south, a distance of 45 miles, with the present terminus in the Carter county oil area west of Ardmore. It will require ninety days to complete the survey, make the estimates and to place the piece of proposed road where it is ready to receive bids on construction.

The crew of engineers is employed by the Atchison, Topeka & Santa Fe Railway company. The Atchison owns a line now in operation from Pauls Valley to Lindsay.

What It Means.

What this railroad activity means is for each man to figure out for himself. The Santa Fe owns a line branching from Pauls Valley by way of Shawnee and connects up with the line out of Kansas City near the Kansas and Oklahoma line. That line of road gives the company double tracks through the northern part of the state. The company might want to do the same thing in the southern portion of the state. It might want a different line south out of Pauls Valley to evade the Washita canyon in times of high water.

Santa Fe Wildcatting.

The Santa Fe is also drilling a wildcat well south of Lindsay on acreage secured from John L. Abernathy of Purcell. The company hopes, of course, to be able to develop an oil field of its own in the general direction of north from Haulton and Fox. Its line of survey will run near the prospective new field. It looks probable now that in the course of a few years there will be a line of derricks running from Red river to Washita river near Lindsay. It is predicted that the next field developed will be north or northwest of Fox and a line of road coming down through there would be able to touch all these fields, whether it could serve them or not.

Big Tonnage required.

Whether Fox proves to be an im-

portant oil area remains to be seen, but the fraternity is playing it for a big field. The wells there will be twice as deep, twice as much material will be used in each well and that means double the amount of freight for the development of an oil area the size of Haulton. Railroad men are taking this condition into consideration.

Would Not Interfere.

Whether the Santa Fe builds that line or not, it should not in any way interfere with the plans that are being made to build from Ardmore. If a line of road were to be in operation from Lindsay and a line in operation from Ardmore the line out of this city would carry all the oil well supplies and nearly all the passenger traffic. All the supplies will go out from this city. The men who are engaged in the development of the field make Ardmore their headquarters. Supplies are sold where the operators have offices. The operator controls the headquarters of the field. The contractors make their headquarters where the operators stay. The lease brokers do the same thing. Lindsay cannot ever be the headquarters of the operators, and the Santa Fe does not believe that it can supply the oil fields from that line of proposed road if a line is built out from this city.

Ardmore Railway company.

In this connection it can positively be stated that a line of survey is being run from Ardmore to Fox and arrangements are being made by the company which owns the Ardmore street railway to build a steam line of road to Fox and the plans provide for the running of motor trains to take care of the passenger traffic.

Local Man Will Build.

But there comes from another source the positive statement from a local oil man who has wealth sufficient to build a line of road from Ardmore to Fox that he will have a line built from Ardmore before anyone else is started. He also states that he will not ask for nor accept one penny of bonus money from Ardmore, that he will not ask for nor accept one mile of free right of way from any source and that the line of road will be constructed.

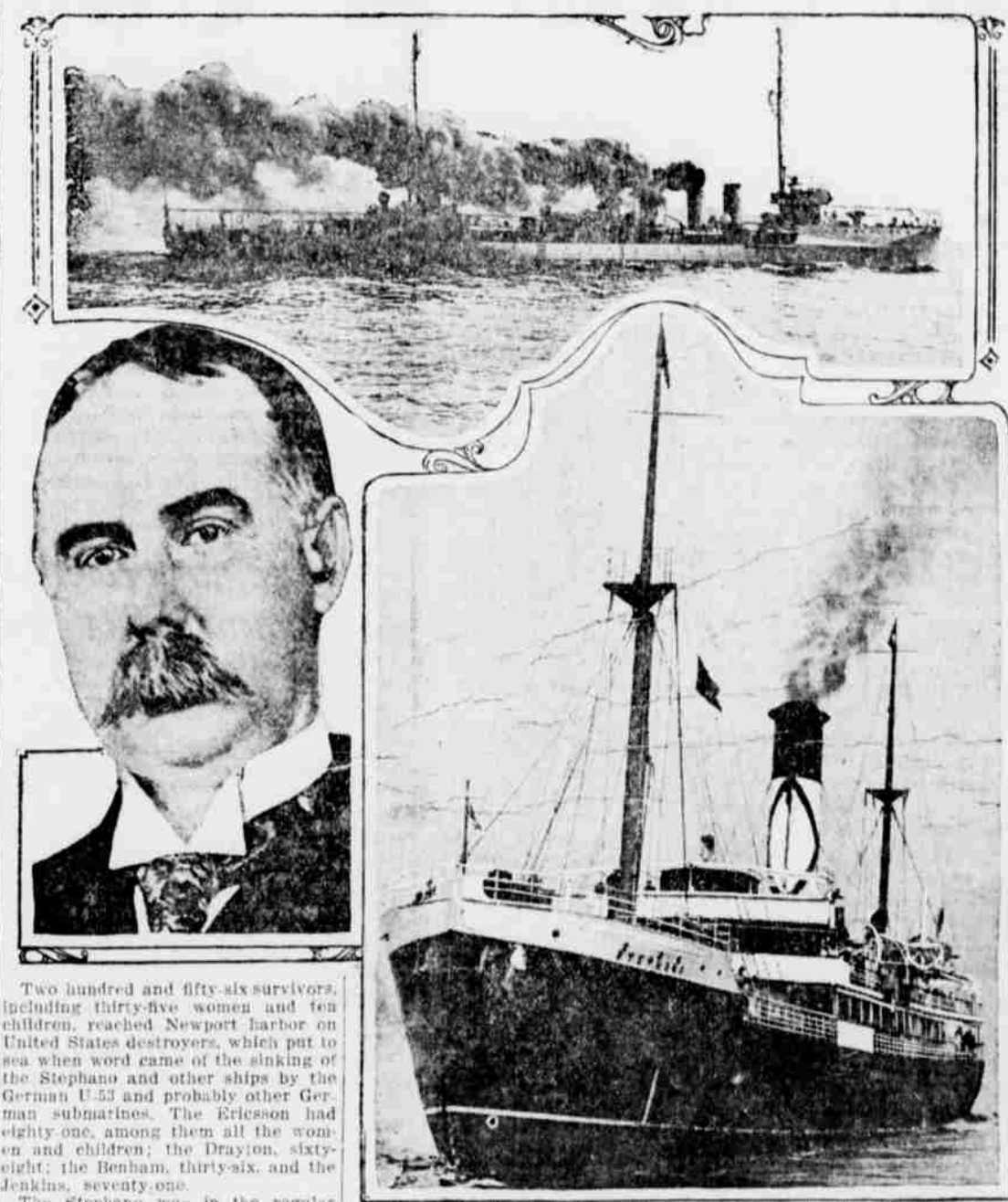
As we see the situation, the Ardmore Chamber of Commerce has presented to it an excellent opportunity to do a big service for this city. The question of the Santa Fe's plans should be taken up directly either with President Ripley or with the offices of the company in Oklahoma City. Ardmore, Pauls Valley, Duncan and other towns along the Santa Fe and Rock Island do not want a line of road built running north and south through the strip of country between the Santa Fe and the Rock Island. That area of country is entitled to railway facilities, but those facilities should reach toward this city. The people of the western portion of the county come here as their court town, they come here for their trading, they come here for the sale of their products. They would many times rather have direct connection with Ardmore. A line south would not be used by them. Those people would rather cooperate with a road built into this city than with a road running north and street railway in Ardmore to build a south.

Every feature of railroading favors this city. Ardmore must reach out and add this proposed new line. A meeting to determine the proper steps to be taken should be held at once.

Hall Purchases Home.

C. P. Hall has purchased the Miles H. Williams home located at the corner of Tenth and G street, northwest, and has occupied it. The place has two or three acres and the members of the family are much better pleased than when they lived on a smaller tract closer in.

OUR DESTROYERS READY FOR RESCUE WORK WHEN ORDERS REACHED THEM TO "GO!"



U.S.S. ERICSSON, ADMIRAL KNIGHT, U.S.N. AND THE STEPHANO

Two hundred and fifty-six survivors, including thirty-five women and ten children, reached Newport harbor on United States destroyers, which put to sea when word came of the sinking of the Stephano and other ships by the German U-53 and probably other German submarines. The Ericsson had eighty-one, among them all the women and children; the Drayton, sixty-eight; the Benham, thirty-six; and the Jenkins, seventy-one.

The Stephano was in the regular service of the Red Cross line and was bound from St. Johns, N. F., to New York.

The sale of the Stephano to the Russian government, which had planned to use her as an ice breaker, was recently announced. Her sister ship, the Florizel, had also been sold to Russia for ice work.

When wireless news came that the German U-53 and probably other German submarines were sinking vessels near the American coast the navy was ready to go to the work of rescue of passengers and crews. In Newport harbor, snuggling at anchor near

Goat Island, the torpedo boat station, were twenty-five of these low, bristling craft, unglamorous in repose but swift and savage in action, popularly known as torpedo boat destroyers.

The wireless of the scout cruiser Birmingham, flagship of Admiral Goveas, formerly commandant at the New York navy yard, can talk with Colon if it wants to, so powerful are its dynamos. It was child's play for its operator to pick up the news that the West Point had been blown up by the

German, then only ten miles south of Nantucket, and that the Kansas, fifty miles northeast, had turned to the rescue.

There was quick communication between the two admirals. Goveas, the Birmingham and Knight, commander of the Narragansett bay station, in his office at the War college. So swift was the electric play that followed with the orders to seventeen boats of the destroyer flotilla and their mother ship, the Melville that it really amounted to "Get ready, go."

for naval supplies for naval operations as well as the mails, telegraphs and railroads. This is done, it was said, to prevent Greece using these elements to the detriment of the allies.

WILL GOVERNMENT CALL IT LEGAL? ITALIANS BREAK AUSTRIAN LINES

OFFICIALS PONDERING AS TO WHETHER U. S. SHALL TERM SUBMARINE'S ACT AS LEGAL.

GENERAL CADORNA'S ITALIAN ARMY IN RESUMPTION OF ITS OFFENSIVE, BREAKS LINES.

A NEUTRAL PATROL LULL ON THE SOMME

Navy Department Completes Plans for Operation of Ships in Nature of Neutral Patrols to Protect American Territorial Waters.

Little Fighting Along Somme Front, Where Both Sides Appear to Be Taking Rest After Continuous Fighting of Months.

Washington, D. C., Oct. 12.—The government officials today are pondering over the question of whether the United States shall acknowledge the submarine U-53's raid on allied shipping off Nantucket as legal.

The navy department has completed a definite plan for the operation of ships in the nature of a "neutral patrol" to protect American territorial waters and prevent the establishment of communication with the shore radio stations on outbound craft.

No Comment at London.

London, Oct. 12.—All of the morning newspapers prominently print today the United States reply to the memorandum from the entente allies regarding the treatment of belligerent submarines in neutral ports, but none of them commented editorially on the reply.

General Cardona's reported success in breaking through the Austrian line at several points southeast of Gorizia in a sudden renewal of the Italian drive toward Trieste, is declared by entente correspondents to have been effected in the face of strengthened Austrian lines, to which fresh troops were recently sent.

A lull again seems to have set in along the Somme front in northern France, following the heavy fighting there. London reports no important incidents occurred last night.

Heavy Demands Upon Greece.

Paris, Oct. 12.—The details of the entente demand on Greece to permit the allies to control her fleet show that the ultimatum was much more comprehensive than at first understood. Greece is required to permit, in addition to the allies' control of her fleet, the control of all material

BOSTON AGAIN THE CHAMPIONS

RED SOX WON FROM BROOKLYN TODAY, MAKING IT FOUR OUT OF FIVE GAMES.

AN ENORMOUS CROWD

Today Forty Thousand Flocked to Braves Field to See American League Players Prove Their Superiority Over National League Rivals.

Braves Field, Boston, Oct. 12.—The Boston Red Sox are again the world's champions, having defeated Brooklyn today 4 to 1.

Forty thousand fans turned out to see what they predicted would be the final game. Shore was in good form and held Boston hitless until the fifth. He pitched better ball than in the first game in which he faced the Dodgers.

The air was cool and crisp for the last trench fight of Brooklyn against the Boston Red Sox in the fifth game of the world's series today.

Although it was freely predicted that Robinson would use Sherrerd Smith, the hero from Brooklyn's viewpoint of the 14-inning game on Monday, yet Robinson started with Pfeffer, and Boston's battery was Shore and Cady.

The lineup was as follows:

BROOKLYN—		BOSTON—	
Myers, cf.	Hooper, rf.	Daubert, 1b.	Janvrin, 2b.
Stengel, rf.	Shorten, cf.	Wheat, 1b.	Hoblitzel, 1b.
Cutshaw, 2b.	Lewis, lf.	Mowery, 3b.	Gardner, 3b.
Olson, ss.	Scott, ss.	Meyers, c.	Cady, c.
Pfeffer, p.	Shore, p.		

FIRST INNING

BROOKLYN—Myers fanned. Cady threw out Daubert. Scott threw Stengel's grounder wildly to first, but the runner was held at first. Wheat fouled to Hoblitzel. No runs, no hits, one error.

BOSTON—Cutshaw threw out Hooper. Mowery threw out Janvrin. Shorten flied to Wheat. No runs, no hits, no errors.

SECOND INNING

BROOKLYN—Cutshaw walked. Mowery sacrificed. Hoblitzel to Shore. Gardner threw out Olson. Cutshaw scored on a passed ball. Scott threw out Meyers. One run, no hits, no errors.

BOSTON—Pfeffer threw out Hoblitzel at first. Lewis tripled. Lewis scored on Gardner's fly to Wheat. Mowery muffed Scott's foul. Scott fouled out to Meyers. One run, one hit, no errors.

THIRD INNING

BROOKLYN—Pfeffer fanned. Gardner threw out Myers. Shore threw out Daubert. No runs, no hits, no errors.

BOSTON—Cady singled. Shore fouled to Meyers. Hooper walked. Cady scored when Olson fumbled Janvrin's grounder and threw the ball past Cutshaw. Hooper talking third. Olson was credited with two errors on the play. Janvrin was out stealin. Meyers to Olson. Hooper scored on Shorten's single. Shorten was out stealing. Meyers to Olson. Two runs, two hits, two errors.

FOURTH INNING

BROOKLYN—Stengel flied to Shorten. Wheat fanned. Shore threw out Cutshaw. No runs, no errors, no hits.

BOSTON—Hoblitzel walked. Lewis sacrificed. Daubert to Cutshaw. Cutshaw threw out Gardner. Hoblitzel reaching third. Olson threw out Scott. No runs, no hits, no errors.

FIFTH INNING

BROOKLYN—Gardner threw out Mowery. Olson flied to Shorten. Mey-

(Continued on Page Ten).

WEATHER FORECAST
New Orleans, La., Oct. 12.—
The weather forecast for Oklahoma for tonight is fair and colder in western Oklahoma; Friday fair and colder.